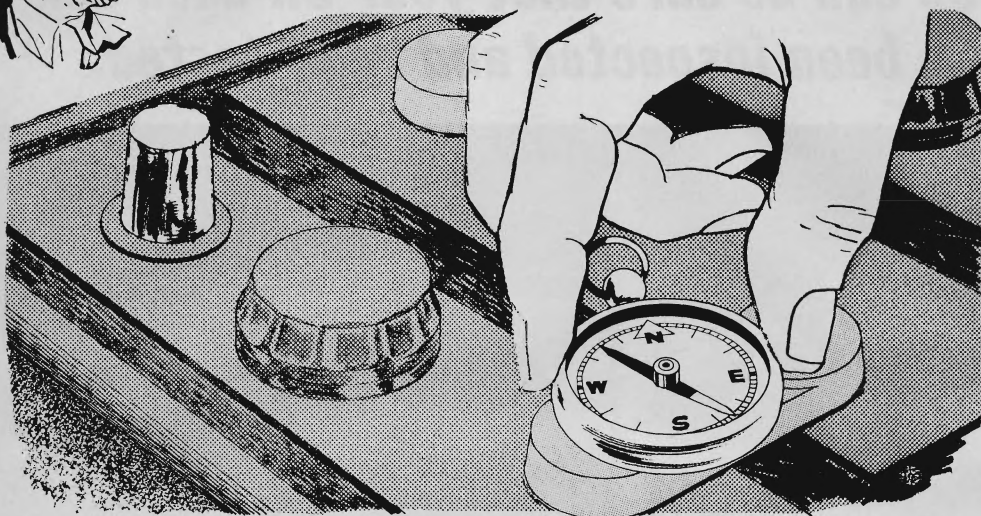


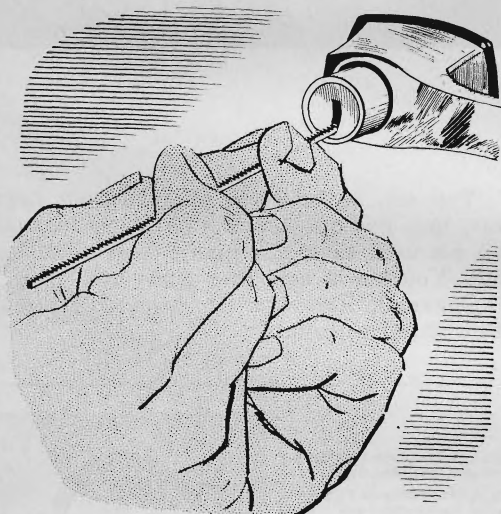


# Hints from the Model Garage



If you should drop the battery when lifting it from your car, or have other reason to believe that there's an electrical leak between the battery cells, you can use an ordinary compass to make a check. Here's how: Set the compass on one of the connectors between the cells. If the needle

is deflected at right angles to the connector, electric current is flowing between the cells. Make two or three tests with the battery in different positions to be positive that the trouble is with the battery — and that the needle is not merely pointing to the earth's magnetic pole.



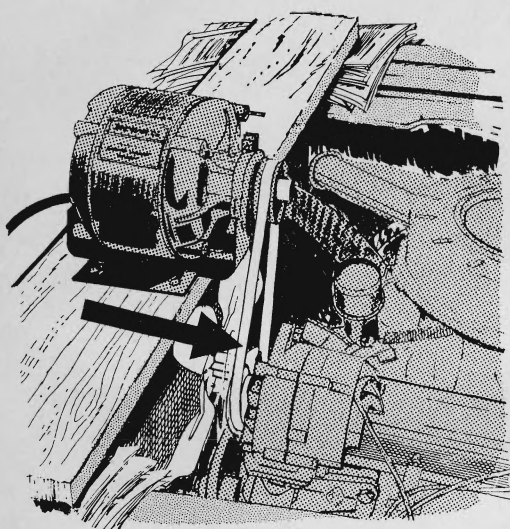
A broken-off key in a door, trunk-lid, or ignition lock need not be a problem even if it is invisible. Hunt up an old jigsaw blade, twist it so that its teeth will mesh with the key, and insert it in the lock. Pull out the blade, and the missing piece of key will come with it.



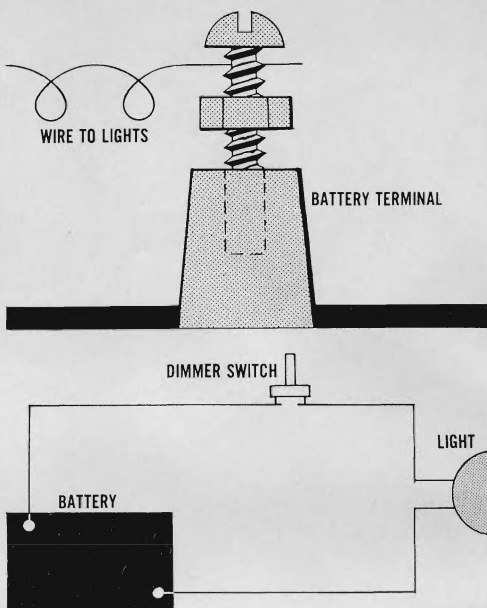
**Want additional gauges?** Many car owners do — and many have difficulty getting housings. The caps from spray cans (plastic or metal) will serve fine. If you don't want to cut new holes in the dash, mount extra gauges under the dash and in the hole left by a discarded clock.

*Continued*

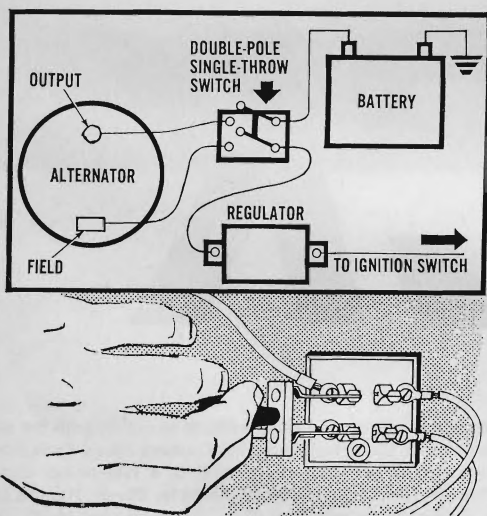
## More Hints from the Model Garage



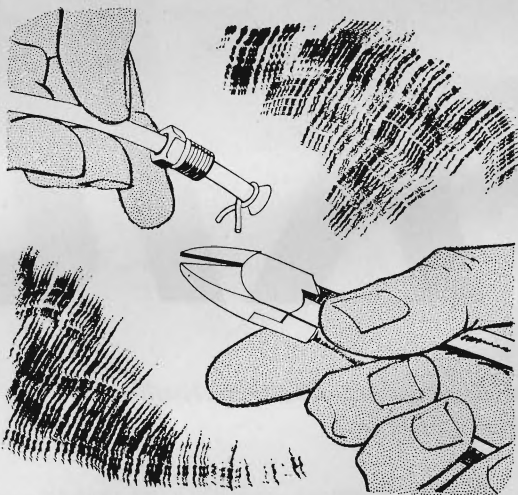
An **emergency battery charger** can be easily improvised if you have a bench saw with a separate motor and a spare belt. Run the belt from the motor to the alternator (or generator), start motor and run for 15 minutes. This should recharge your battery enough to start the engine.



**Need a remedy for loss of headlights?** Drill a small hole in the center of each battery terminal, insert stainless-steel screws, and wire them via a dimmer switch to auxiliary lights, bypassing all normal circuits. Be sure that you ground the new wiring independently.



**Prevent damage to the alternator** on your car by installing an on-off switch to disconnect the alternator from the battery and the voltage regulator. When recharging the battery (or when you are using the battery as a booster) open the switch to save the rectifier diodes.



**When there's consistent leakage** from a coupling on a copper fuel line, here's a fix: Loosen the coupling and bend a ring of bare copper wire around the tubing just behind the flared end. Draw up the coupling and the ring will seal the union. If necessary, use two windings of wire.